

Perfection in
BRANDY
RARE OLD VINTAGE
"1865"
\$44.00 per Dozen.
H. PRICE & CO.,
12, Queen's Road.

The China Mail.

ESTABLISHED 1845.

Choice Old
SHERRY
VINO DE PASTO
EXCEPTIONAL VALUE
\$18.00 per Dozen.
H. PRICE & CO.,
12, Queen's Road.

No. 12,357.

號八廿月十年二零百九千一英

HONGKONG, TUESDAY, OCTOBER 28, 1902.

日七廿月九年寅壬

PRICE, \$2.50 Per Month

AGENTS FOR THE CHINA MAIL.
LONDON: F. ALGAR, 11 & 12, Clement
Lane, Lombard Street, E.C. STREET
& Co., 30, Cornhill, GORDON &
GOTCH, Ludgate Circus, E.C. 4. BATES,
HENRY & Co., 81, Cannon Street, E.C. 4.
SAMUEL DRACON & Co., 150 & 151,
Lendenhall Street, W. M. WELLS, 151,
Cannon Street, E.C. 4. ROBERT WATSON,
150, Fleet Street, E.C. 4. MITCHELL & Co.,
Shaw Hill, Holborn Viaduct, E.C. 4.
SHEILA'S ADVERTISING AGENCY LTD., 167,
Fleet Street, E.C. 4.
PARIS AND EUROPE: MAYER, P.
FAVRE & Co., 18 Rue de la Grange
Baudouin.
NEW YORK: THE CHINESE EVANGELIST
OFFICE, 52, West 22nd Street.
SAN FRANCISCO and American Ports
generally: BRAS & BLACK, San Fran-
cisco.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND: GORDON & GOTCH, Mel-
bourne and Sydney.
CEYLON: W. M. SMITH & Co., THE
ASSOCIATED CO., Colombo.
SANTO DOMINGO: H. M. VAN DORP & Co.
SINGAPORE, STRAITS, &c.: KELLY &
WALSH, Ltd., Singapore.
PHILIPPINE ISLANDS: A. S. WAT-
SON & Co., Manila.
CHINA: A. S. WATSON, N. MOORE & Co.,
Limited, Pootung, BROCKETT & Co.,
Shanghai, LANE, CRAWFORD & Co.,
and KELLY & WALSH, Yokohama,
LANE, CRAWFORD & Co., and KELLY
& WALSH.

Wanted.
WANTED.
A CHINESE BOY for Office Work,
must understand English, and
Chinese, and be able to write a Good
Hand. Only those who can furnish satis-
factory references and are thoroughly com-
petent need apply. Address in own hand
writing.
'CLERK.'
Care P. O. Box No. 412 Hongkong.
Hongkong, October 29, 1902. 2187

SITUATION WANTED.
YOUNG MAN, educated, with good
references, seeks Situation. Any
capacity requiring intelligence and energy,
Salary reasonable.
Apply 'T. B.'
Care of 'CHINA MAIL' Office.
Hongkong, October 22, 1902. 2162

SITUATION WANTED.
BY MARRIED LADY, can do Sewing,
or look after children.
Apply to
Mrs. A. HAMMOND,
27 Hollywood Road.
Hongkong, October 18, 1902. 2118

WANTED.
A EUROPEAN CARETAKER for the
Masonic Hall.
Apply by letter to the
W. M.
of ZETLAND LODGE.
Hongkong, October 25, 1902. 2187

Intimations.
DR. G. L. MITCHELL.
DENTAL SURGEON, OFFICE at
PELHAM HOUSE, 29 Wyndham
Street.—Office Hours 9 a.m. to 5 p.m.
Hongkong, October 25, 1902. 2189

NOTICE.
J. W. HAMMOND, hereby give
notice that I will NOT BE RES-
PONSIBLE for any debts incurred by
my wife, Mrs. A. Hammond, after MON-
DAY, 20th October current.
Hongkong, October 20, 1902. 2128

WILLIAM MACLEOD, D.D.S.,
DENTIST,
11 and 12 BEAUFIELD ARCADE.
Hongkong, October 17, 1902. 2137

WASHING BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price \$1 each.
CHINA MAIL OFFICE.

THE POPULAR
SCOTCH
WHISKY
is
BUCHANAN'S
BLACK & WHITE
TO BE OBTAINED AT MOST
CLUBS and HOTELS.
Sole Agents,
LANE, CRAWFORD & Co., Hongkong.

Business Notices.
W. S. BAILEY & CO.
Engineers, Shipbuilders, Boilermakers,
Blacksmiths, and Brass and Iron Founders.

COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,
TUGS AND FAST STEAM LAUNCHES.
Pumps, Packings, General Stores and Engineers' Tools of Every Description.
OFFICES & SALES ROOMS. ENGINE & SHIPBUILDING WORKS.
60 & 62, DES VEXES ROAD CENTRAL. KOWLOON BAY.
W. S. BAILEY, M.L.M.E.C.E. E. O. MURPHY, M.L.M.E.C.E.
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.
PLANS, SPECIFICATIONS AND TENDERS.
Consulting and Superintending Engineers and Surveyors. 58

NOW! IS THE
WATCHWORD OF THE WISE!!

At some time or another most people suffer from a Breakdown in Nervous
system. Overwork, worry, excess of pleasure, are responsible for most of it. A
Complete antidote is

TONINE.
WATKINS, LIMITED,
APOTHECARIES HALL,
66 QUEEN'S ROAD CENTRAL,
HONGKONG.

FAIRALL & CO.,
CHILDREN'S WHITE SILK HATS AND BONNETS,
NEW CAPES AND PALITOTS.
SMART MILLINERY.
SILK BLOUSES FOR DAY AND EVENING WEAR,
NEW CORSETS, PARASOLS, AND UMBRELLAS,
FRENCH AND AMERICAN SHOES.
22 QUEEN'S ROAD CENTRAL.
Hongkong, October 18, 1902. 2095

榮 CHEE WING & CO., 啟
28 & 29, LEE YUEN STREET (WEST),
HONGKONG.
DEALERS IN
All Sorts of COPPER, BRASS, STEEL,
IRON WARE, &c.
STEEL GIRDERS AND TEES,
CORRUGATED IRON, FIG IRON, &c.,
Suitable for
SHIPS, ENGINEERS AND HOUSE BUILDERS.
Hongkong, May 29, 1900. 1227

H. F. CARMICHAEL
CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.
TELEGRAMS: 'CARMICHAEL' HONGKONG.
A B C Code, 4th Edition.
A 1 Code.
Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, July 2, 1901. 1379

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.
NOTICE.

THE OPENING
OF THE
HANOI
EXPOSITION
HAS BEEN
POSTPONED
UNTIL THE
16th NOVEMBER, 1902.
R. REAU,
Ading Consul for France.
Hongkong, October 23, 1902. 2168

PARIS MODES.
MADAME FLINT,
1 GRANVILLE AVENUE,
KOWLOON.
Is now receiving regular Consignments of
HATS, BONNETS,
BALL DRESSES
and TRIMMINGS,
Direct from the best houses of
PARIS and LYONS.
UNTRIMMED HATS made up to
Suit Customers.
Hongkong, October 7, 1902. 2067

BOARD AND RESIDENCE
"KILLADOON"
ON the North Spur of MORRISON
HILL, 151A WANCHAI ROAD, from the
15th OCTOBER, Light, Airy and
well-furnished Double and Single Rooms,
with full view of the Harbour.
For Terms,
Apply on the Premises to
Mrs G. S. WEBB.
Hongkong, October 3, 1902. 2024

HIRANO
WATER.
THE QUEEN OF TABLE WATERS.
PURE, SPARKLING,
INVIGORATING,
THE LEADING MINERAL WATER
OF THE EAST.
Bottled in Japan by
H. E. REYNELL & CO.
BEWARE OF JAPANESE IMITATIONS.

W. H. POTTS & CO.,
AGENTS FOR HONGKONG.
Pints \$9.50 per Case of 4 Dozen.
2 4.50 4 22

BOVRIL AT THE
FRONT.
Bovril has played such a conspicuous
part in South Africa that it forms no in-
considerable feature of the story. The
'Lancet' has had frequent references
to Bovril in the reports of the officers of
the Royal Army Medical Corps. Nearly
every newspaper correspondent has had to
refer to Bovril to make his story complete.
Rudyard Kipling and Baden-Powell have
written their Bovril stories. Over 500
British hospitals and similar public in-
stitutions use and prescribe Bovril, not
beef tea, but Bovril.
The reason is not far to seek. Bovril is
a nourisher as well as a stimulant. It
contains the albumen and fibrine, the
sustaining properties of the beef. It is
this fact, together with its absolute purity,
that commends Bovril to physicians and
scientists, and proves in practice what it
demonstrates in analysis.
BOVRIL
To be obtained at all STONES, CHEMISTS,
HOTELS &c., throughout Hongkong, China
and Japan. 969

Business Notices.
BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
4 PRAYA CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).
PACKING OF EVERY DESCRIPTION,
BOILER COMPOSITION,
ENGINE AND OTHER OILS,
ALWAYS KEPT IN STOCK.
ALL ARTICLES OF FIRST-CLASS QUALITY.
BRADLEY & Co., Managers.
1702

LANE, CRAWFORD & CO.
CRICKET AND FOOTBALL SEASON
FOOTBALL BOOTS.
SWEATERS AND JERSEYS
CRICKETING GEAR.
BATS, BALLS, STUMPS, GLOVES,
CRICKET AND TENNIS SHIRTS,
HATS, SHOES, SPIKES,
&c., &c., &c.
LANE, CRAWFORD & CO.
THE
HONGKONG HOTEL.
A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.
NEWLY-FURNISHED ROOMS.
TWO ELEVATORS.
NEW REFRIGERATING PLANT.
BEST QUALITY LIQUORS & PROVISIONS.
2186

ASK FOR FERGUSON'S
P. & O.
SPECIAL LIQUEUR, 10 YEARS OLD
HIGHLAND WHISKY.
FERGUSON'S
SPECIAL CREAM
BREADALBANE HIGHLAND WHISKY.
These are the finest productions of Scotland;
devoid absolutely of all deleterious matter.
THE CREME DE LA CREME OF
WHISKIES.
PURE AND MILD.
Sole Importers,
F. BLACKHEAD & Co.

KELLY & WALSH, LTD.
NEW BOOKS AND NEW EDITIONS.
Pen Portraits of British Soldiers,
by Rev. E. J. Hardy (Bis-Mensue) \$0.50
L'Exposition de Hanoi (Bi-Mensue)
Part I ... 0.75
Head Hunters—Black, White, and
Brown: Travels in Borneo, by
A. C. Hadden ... 13.50
Bridge Manual, by John Doe: Illus-
trated ... 3.75
Max Muller's Collected Essays: 1st
and 2nd Series ... each 3.75
Coronation Numbers of 'Graphic' and
'Sphero' ... each 0.90
Naval Review Numbers of 'Graphic' and
'Sphero' ... each 0.90
Coronation Record Number of 'Hus-
page Plates (Now out of print) ... 4.20
Brassey's Naval Annual 1902 ... 12.00
Modern Business Methods, by
Hooper and Graham ... 2.75
THE IMPERIAL ANGLO-CHINESE
DATE BOOK 1903.
75 Cents.
LETT'S DIARIES, 1903.
JUST LANDED.
SLAZENGER'S E.G.M.
TENNIS RACQUETS.

KING EDWARD
HOTEL
A HIGH-CLASS PRIVATE
HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Rooms Specially reserved for Captains of the
MERCHANT MARINE.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D'Hote at Separate Tables.
For terms, &c., apply to the
MANAGER.
Hongkong, October 23, 1902. 2172

Business Notices.
GREEN ISLAND CEMENT CO., LTD.
Portland Cement.
In casks of 375 lbs net \$5.50 per cask, ex Factory.
In bags of 250 lbs net \$3.50 per bag, ex Factory.
FACTORIES—HONGKONG AND MACAO.
Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.
FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG
For further particulars, apply to
Shewan, Tomes & Co.,
GENERAL MANAGERS. 2828

The Peak Hotel.
Admirably Situated—Sheltered from the North-East Monsoon and Open to the
South-West Monsoon.
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS
INTO THE HOTEL.
58 Telephone No. 29. Town Office, 7, DUNDRELL STREET.
DENNY, MOTT & DICKSON, LD.
BANGKOK (SIAM),
TEAK MERCHANTS AND SAW MILLERS.
SIEMSEN & CO.,
Sole Agents for Hongkong and South China. 1639
Hongkong, August 1, 1901.

COTTAM & CO. OUTFITTERS.
HAVE NOW A FULL STOCK OF **HOSIERY**,
AND THEIR USUAL FINE SELECTION OF
NOVELTIES FOR AUTUMN WEAR.
Also,
FOOTBALL, CRICKET AND TENNIS GEAR.
WALKING AND EVENING GLOVES.
Hongkong, September 29, 1902. 2229

Cutler, Palmer & Co.
LONDON.
(Wine Shippers to China since 1815).
Have always Stocks of their well-known Brands with
Hongkong, 15th July, 1901. **SIEMSEN & CO.** 1429

THE
VICTORIA DISPENSARY.
DAKIN'S ANISEED AND LICORICE COUGH BALM.
For the Relief of all CATARRHAL COMPLAINTS, such as COUGHS, COLDS,
HOARSENESS, and SORENESS OF THE CHEST.
Price 50 Cents and \$1.
'MARTIN'S INFLUENZA MIXTURE.'
THE REMEDY FOR INFLUENZA, COLD IN THE HEAD,
RAY FEVER, AND CATARRH.
763

CHAMPAGNES
FROM
CHARLES HEIDSIECK.
PURVEYOR TO HIS MAJESTY KING EDWARD.
SIEMSEN & CO.
SOLE AGENTS FOR CHINA AND JAPAN

W. BREWER & CO.
LETT'S DIARIES, 1903.
NEW STOCK FRENCH NOVELS.
BIRTHDAY BOOKS—CLOTH OR LEATHER BINDING.
THREE CASTLE CIGARETTES. NAVY CUT TOBACCO.
CHRISTMAS CARDS—FOR PRINTING OWN NAME
AND GREETINGS.
BOXES OF MOIST WATER COLORS. MELANYL MARKING INK.
LIVING ANIMALS OF THE WORLD.
AN EXCELLENT UP-TO-DATE NATURAL HISTORY.

SCOTCH WHISKIES.
EXTRA SPECIAL FINEST LIQUEUR
AT \$14.50 PER DOZEN.
V. O. S. (OLD MATURED),
AT \$18 PER DOZEN.
PURE MALT WHISKIES—NONE BETTER
Caldbeck, Macgregor & Co.
WINE AND SPIRIT MERCHANTS,
15, QUEEN'S ROAD.
Hongkong, October 17, 1902

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR RUSSIAN FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

64, QUEEN'S ROAD.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JAPAN

COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 43, SAKAKOTOCHO, TOKYO.

LONDON BRANCH: 33, LIND STREET, E.C.

HONGKONG BRANCH: PRINCE'S BUILDINGS, 108, HICKS STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Chongking, Canton, Peking, Tientsin, Hankow, Yokohama, Kobe,
Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kure, Shimotsuki, Moji, Waka-
matsu, Karatsu, Nagasaki, Kuchino, Saeki, Misaki, Miyazaki, Kagoshima,
Taipei, etc.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamada, and Ito Coal Mines.
SOLE AGENTS for Hokkaido, Honshu, Shikoku, and Kyushu, Kanagawa, Mameda,
Matsuyama, Omuta, Otsu, Sasebo, Takatsuki, Yokohama, Yushima, Yokokawa,
and other Coals.

N. INUZUKA, Manager, Hongkong.

Hongkong, April 17, 1902.

Rainier BEER

FAMOUS FOR ITS QUALITY

THERE'S NEW VIGOR AND STRENGTH IN EVERY DROP

Per Case of 6 dozen Pints, \$15.00
do 1 dozen Quarts, \$15.00

A. S. WATSON & Co., Ltd.,
Sole Agents for HONGKONG, CHINA AND MANILA.

ASK FOR DROZ & CO.'S
LEVER WATCHES
and CHRONOGRAPHS.

Best Value, compatible with Good Workmanship.

All Watches Guaranteed.

TRADE MARKS:

BERNA, MAXIM.

Watches and Clocks repaired by Competent EUROPEAN EXPERTS.

DROZ & CO.,

No. 14, Queen's Road Central.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVALUABLE

FOR THE USE OF FEMALES.

Manufactured only at 75, New Oxford Street, London. Sold by all Chemists and Medicine Vendors.

Intimations.

ZETLAND LODGE.

No. 525, E.O.

A REGULAR MEETING OF ZETLAND
LODGE will be held at FREEMASONS'
HALL, Zetland Street, on SATURDAY,
the 1st November, at 8.30 for 9 p.m. pre-
cisely. Visiting Brethren are cordially
invited to attend.

Hongkong, October 27, 1902.

EITHER MARK LODGE—No. 204.

A REGULAR MEETING OF EITHER
MARK LODGE will be held at the
FREEMASONS' HALL, on FRIDAY,
the 21st instant, at 8.30 for 9.00 p.m.
precisely. Visiting Brethren are
cordially invited to attend.

Hongkong, October 23, 1902.

THE PUNJON MINING COMPANY,
LIMITED.

An EXTRAORDINARY GENERAL
MEETING OF SHAREHOLDERS
in the above-named Company will be held
at the COMPANY'S OFFICE, 13
BRACONFIELD ARCADE, Victoria, in the
Colony of Hong Kong, on TUESDAY,
the 11th NOVEMBER, 1902, at 12 o'clock
Noon, for the purpose of considering, and
if thought fit, passing, the following Special
Resolutions:

1. That the Capital of the Company be
increased by the creation and issue of
40,000 New Ordinary Shares of
\$11 each, with the sum of \$10 paid
up on each, and that the Directors be
empowered and authorised to
accept tenders of the present
60,000 Ordinary Shares of the Com-
pany of \$10 each on which the sum
of \$10 each has been paid up, and
that one New Share of \$11, with the
sum of \$10 paid up thereon, be given
in lieu of and in exchange for each
old share of \$10 fully paid up, and
that thereupon the said old shares be
cancelled.
2. That of the remaining \$1 payable in
respect of each of the New Shares,
the sum of 50 cents be paid up, the
remainder of the old share, and that
the remainder be called up (if neces-
sary) and paid at such times and in
such instalments as the Board may
determine.

Should the above Special Resolution be
passed by the majority of the Share-
holders it will be submitted for confirma-
tion to a second Extraordinary General
Meeting to be subsequently convened.

By Order of the Board of Directors.

W. KERFOOT HUGHES,

Secretary.

Hongkong, October 25, 1902.

Kinghorn & Macdonald,

Consulting Mechanical Engineers

and Surveyors,

CONTRACTORS FOR THE SUPPLY OF ALL

KINDS OF MACHINERY AND

APPLIANCES.

ICE MAKING.

MESSRS. KINGHORN AND MAC-

DONALD having been appointed

SOLE AGENTS for Messrs. J. and E. HALL'S

PATENT REFRIGERATING MACHINES, are

prepared to supply Estimates, Plans and

Specifications for all sizes of Machines.

Office: No. 13 BRACONFIELD ARCADE—

(ground floor).

Telephone, No. 143.

Telegrams: 'KINGHORN, Hongkong.'

A. B. C. and A 1 Codes used.

JOHN V. KINGHORN,

M.I.M.E., M.I.Mech., London.

DONALD MACDONALD,

HONGKONG, MAY 28 1888.

HONGKONG HIGH-LEVEL TEAM-

WAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 10 minutes.

9.00 a.m. to 9.30 a.m. Every 15 minutes.

9.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 11.30 a.m. Every 15 minutes.

11.30 a.m. to 12.00 p.m. Every 10 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 1.30 p.m. Every 10 minutes.

1.30 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 3.30 p.m. Every 10 minutes.

3.30 p.m. to 4.00 p.m. Every 15 minutes.

4.00 p.m. to 4.30 p.m. Every 10 minutes.

4.30 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 5.30 p.m. Every 10 minutes.

5.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 6.30 p.m. Every 10 minutes.

6.30 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 9.45 p.m. to 11.15

p.m. every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 9.00 a.m. Every 30 minutes.

9.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

8.00 p.m. to 9.00 p.m. Every 15 minutes.

9.00 p.m. to 10.00 p.m. Every 10 minutes.

10.00 p.m. to 11.00 p.m. Every 15 minutes.

11.00 p.m. to 11.45 p.m.

SPECIAL CARS by Arrangement at the

Company's Office, 38 and 40, Queen's Road

Central.

JOHN D. HUMPHREYS & SON

General Managers.

Hongkong, December 17, '901.

MINERAL

ASSAYS & ANALYSES.

THE YANGLIE VALLEY COMPANY, LTD.,
having its own well-equipped Labor-
atory, is prepared, in order to assist in the
Mineral Development of China, to do Assay
work of all descriptions, Quantitative
Analyses, and to classify minerals for Mine
owners and others.

Mines as well as Minerals of Economic
value purchased and consultations arranged
by appointment.

Terms moderate.

Address:—THE LABORATORY,
49, Seochuen Road.

Cable Address,
'YANGLIE,' Shanghai.

5th October, 1901.

CHRISTMAS GREETINGS FOR HOME
FRIENDS.

I have just unpacked a very fine SELECT
STOCK OF CHRISTMAS CARDS
from the best Fine Art Publishers. Price
ranging from 2 cents to \$2 each.

Call early to make a good selection.

H. RUTTONJEE,
No. 5, D'Aguilar Street, H.K.,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, October 20, 1902.

Intimations.

MEE CHEUNG,

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateur

'ENLARGEMENTS' A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR.

1687

THE MUTUAL STORES,

8 and 10, D'Aguilar Street.

GENERAL PROVISION DEALERS,

WINE & SPIRIT MERCHANTS, &c.

PRICES VERY REASONABLE.

GOODS GUARANTEED TO BE FRESH

AND OF THE BEST QUALITY.

Hongkong, January 17, 1902.

BOARD AND RESIDENCE.

TANG YUEN.

MAO DENNELL ROAD, from 15th Janu-

ary. Large, airy, and well-furnished

'Rooms, Uninterrupted View of Har-

bour.

Apply on Premises or FAIRALL & CO.,

Queen's Road.

Hongkong, January 2, 1902.

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.

MEALS AT ALL HOURS.

BREAKFASTS, TIPPINS, TEAS,

DINNERS AND SUPPERS.

Moderate Charges.

MRS. WATLING,

Proprietress.

Hongkong, May 29, 1902.

E. C. WILKS & CO.

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Hongkong, January 4, 1902.

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Hongkong, October 27, 1902.

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PUBLIC AUCTION.

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Sell by Public Auction,

on

WEDNESDAY,

the 29th October, at 2.30 p.m. within his

Residence, No. 3 Knutsford Terrace,

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VALUABLE HOUSEHOLD

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MILK

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Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported at
ette	French gunboat	300	—	—	Lieut. A. Belloy	Shanghai
French gunboat	—	—	—	—	Capt. Crespin	Canton
French gunboat	—	475	3	450	Commander Journot	Saigon
French gunboat	—	—	—	—	—	Canton River.
French gunboat	—	—	—	—	—	Haiphong
French cruiser	—	580	—	—	Lieut. Fide	Shanghai
French gunboat	—	4099	19	9000	Capt. Lafere	Haiphong
French gunboat	—	555	—	—	Commander Lovel	Shanghai
French gunboat	—	490	—	—	Commander Leamy	Shanghai
French gunboat	—	8114	14	12,500	Captain Fournet	Kwongchowwan
French flag ship	—	3739	10	9000	Captain Serres	Wosung
French cruiser	—	1250	6	2200	Capt. Le Golluer	Tonkin.
French gunboat	—	470	—	—	Capt. Hecus	Swigon
French gunboat	—	—	—	—	Capt. Hurst	Yungtse
French gunboat	—	3988	14	8500	Captain Seuce	Shanghai
French cruiser	—	9437	8	6000	Captain Bonifoy	Kobe
French cruiser	—	1800	—	—	Capt. Vincent	Saigon
French gunboat	—	629	2	900	Captain Mornet	Kobe
French gunboat	—	—	—	—	—	Yungtse
French gunboat	—	—	—	—	—	Along Bay
French gunboat	—	—	—	—	—	Canton
French gunboat	—	400	4	441	Comdr. Villeneuve	Saigon
German gunboat	—	1600	8	2900	Comdr. von Bassewitz	Kiautschow
German flag ship	—	11,000	36	14,000	Captain Friedrich	Wosung
German gunboat	—	8	—	—	Capt. Hillbrand	Shanghai
German cruiser	—	6000	20	10,000	Capt. Passchen	Wladivostock
German cruiser	—	6000	20	10,000	Capt. Duzewski	Shanghai
German gunboat	—	1000	10	1300	Lieut. Commander Schamer	Hankow
German gunboat	—	950	10	1300	Comdr. Berger	Kobe
German gunboat	—	1120	8	1000	Comdr. Wuthmann	Kobe
German gunboat	—	1600	8	2850	Commander Hillbrand	Singapore
German gunboat	—	900	10	1300	Comdr. Hoffman	Shanghai
German gunboat	—	—	—	—	Comdr. Schröder	Hongkong
German gunboat	—	—	—	—	Comdr. von Weiss	Tungting Lake
German gunboat	—	—	—	—	—	Shanghai
Italian cruiser	—	2900	10	6343	Captain John Bout	Chenulpo
Italian cruiser	—	4683	16	10,543	Captain Botti	Wosung
Italian cruiser	—	2250	10	7000	Captain Canale	Saigon
Italian cruiser	—	4500	14	6820	Captain Zeri	Shanghai
Portuguese gunboat	—	720	—	—	Captain d'Azevedo	Hongkong
Portuguese gunboat	—	600	—	—	Capt. F. J. Barboza Leal	Hongkong
Russian cruiser	—	9060	18	8000	Captain Semrann	Hakodato
Russian gunboat	—	810	6	730	Capt. Gunter	Wladivostock
Russian cruiser	—	2690	6	4700	Comdr. Gramatikho	Port Arthur
Russian gunboat	—	1050	8	1150	Capt. Zalesky	Nowchwang
Russian gunboat	—	500	9	3500	Comdr. Youtief	Port Arthur
Russian gunboat	—	1490	6	2000	Comdr. Zagarsky	Shanghai
Russian battleship	—	12,364	44	14,500	Captain Jussen	Nasecki
Russian gunboat	—	1000	6	1000	Comdr. Shewski	Shanghai
Russian gunboat	—	1913	7	1500	Comdr. Novakovsky	Shanghai
Russian gunboat	—	1224	7	1400	Commander Muravief	Wladivostock
Russian gunboat	—	1490	6	2000	Comdr. Vasilief	Port Arthur
Russian battleship	—	12,674	15	14,500	Captain Korolef	Nagasaki
Russian battleship	—	10,960	16	10,690	Captain Jankovief	Port Arthur
Russian battleship	—	10,360	16	10,600	Captain Orsoff	Port Arthur
Russian gunboat	—	1334	10	1728	Comdr. Kovarsky	Port Arthur
Russian cruiser	—	12,290	32	17,600	Captain Suprennikoff	Wladivostock
Russian protected cruiser	—	10,923	28	13,250	Capt. Matsuevich	Nagasaki
Russian battleship	—	10,960	16	10,690	Captain Serbennikoff	Nagasaki
Russian gunboat	—	950	2	1125	Lieut. Comdr. Ivanoff	Port Arthur
Russian gunboat	—	1050	8	1150	Comdr. Ginter	Port Arthur
Russian gunboat	—	6500	27	20,000	Capt. Bahr	Port Arthur
Russian gunboat	—	500	9	3300	Comdr. Zagoriansky-Kissel	Port Arthur
Russian cruiser	—	1230	6	1194	Comdr. Abramoff	Port Arthur
U. S. gunboat	—	1000	10	1277	Commander Karl Rohrer	Manila
U. S. gunboat	—	1158	8	1600	Commander C. G. Bowman	Manila
U. S. gunboat	—	—	—	—	Lieut. Comdr. J. M. Helm	Manila
U. S. gunboat	—	1800	—	—	Lieut. Comdr. W. F. Halsey	Manila
U. S. gunboat	—	1392	8	1888	Comdr. R. R. Ingersoll	Shanghai
U. S. gunboat	—	1030	8	2390	Comdr. R. K. Cogswell	Manila
U. S. flag ship	—	11,500	41	10,000	Captain Henderson	Shanghai
U. S. gunboat	—	1900	2	750	Comdr. T. H. Stevens	Manila
U. S. gunboat	—	3950	6	3000	—	Hongkong
U. S. monitor	—	1270	6	850	Comdr. F. M. Wise	Taku
U. S. gunboat	—	4084	4	5244	Comdr. Drake	Amoy
U. S. monitor	—	4140	—	—	Lieut. Comdr. Sperry	Shanghai
U. S. cruiser	—	8200	24	17,401	Captain M. E. S. Mackenzie	Amoy
U. S. flag ship	—	1500	6	800	Commander J. E. Solfridge	Manila
U. S. gunboat	—	1000	10	1118	Commander E. B. Barry	Shanghai
U. S. cruiser	—	1397	8	1894	Commander E. S. Primt	Shanghai
U. S. gunboat	—	1210	6	1801	Commander W. Swift	Shanghai

TELEGRAMS.

THE CHINESE TREATY.

THE DECISION OF SHANGHAI MERCHANTS.

A Narrow Majority.

(From Our Own Correspondent.)
SHANGHAI, Oct. 28, 9.22 a.m.

The meeting of the Shanghai Branch of the China Association, held yesterday to consider the Mackay Treaty, lasted for several hours. After prolonged discussion, the members, by 53 votes to 45, passed, amidst loud applause, the Committee's resolution approving of the Treaty provided the terms of the Treaty are carried out honestly, with Mr. J. O. P. Bland's amendment requesting the British Government to require from the Chinese Government, as a preliminary to the ratification of the Treaty, satisfactory information on the methods by which the consumption tax will be levied, on the supervision of the native customs, consumption tax, &c., and on the amounts of the remittances from the Provinces to the Central Authority at Peking.

WU TING-FANG'S SUCCESSOR.

HIS DEPARTURE FROM PEKING.

His Excellency Liang Cheng, who succeeds H. E. Wu Ting-fang as Chinese Minister at Washington, leaves Peking in the middle of November for America.

THANKSGIVING SERVICE AT ST. PAUL'S.

LONDON, October 26, 1902.

The thanksgiving service which was held at St. Paul's Cathedral to-day was short and specially arranged to suit the occasion. The effect was of a most solemn and deeply impressive nature.

THE STRIKE IN FRANCE.

The strike riots, and the losses sustained therefrom, are causing concern in France.

THE ENGLISH COURT.

Their Majesties King Edward and Queen Alexandra will entertain a number of royalties, including the German Emperor, at Windsor about the 8th November.

AFGHANISTAN.

According to statements made by the Government in the House of Commons the Russo-British negotiations concerning Afghanistan are very unfavourable.

MISSIONARY MURDERED.

A British Missionary has been murdered in Fez, Morocco. No political importance, however, is paid to the incident.

THE DANISH WEST INDIES.

BERLIN, October 22.

The Danish Landsting has rejected the treaty whereby the Danish possessions in the Western Indies would be ceded to the United States of America.

ARBITRATION.

The King of Sweden has decided the question of the Samoa indemnity in favour of Germany.

DENMARK AND GERMANY.

Crown Prince Frederick of Denmark will very soon pay a visit to the German Emperor.

H. M. the Emperor has conferred the Grand Cross of the Order of the Eagle upon Baron von Vind, who was Danish Minister at Berlin during the last eighteen years and is now about to retire.

OBITUARY.

Sigmund Hirschfeld, who was for many years chairman of the common council of Hamburg, has died.

THE ELUSIVE PIGSKIN.

It is the source of much sport and the cause of many injuries. Football players should use Chamberlain's Pain Balm, an antiseptic liniment, especially valuable for sprains and bruises. One application gives relief. Try it. For sale by All Dealers. WATKINS Ltd., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

The English Mail of the 27th October was delivered in London on the 26th Nov.

Traffic has been regularly resumed over the railway line between Shanhaikuan and Newchwang.

A branch of the International Banking Corporation is to be opened in Tientsin next spring.

Viceroy Yuan Shih-kai intends to build a new Tientsin, with main streets 60 feet wide, all two-storey houses, and no mud huts.

The Crown Prince of Siam will visit the World's Fair grounds at St. Louis with his suite on his way to Siam from Europe.

Six hundred and twenty students have been enrolled at the Peking University with its Japanese instructors, after a stiff examination in English, French, and German.

The Volunteer Camp.

The Hongkong correspondent of the N. C. Daily News writes as follows about the Hongkong Volunteers:—The past week has been a very busy and most instructive one. The numbers in Camp for some unknown reason do not come up to those of last year, but those men who do turn up are keen as mustard and work hard. I hear there is great rivalry between the crews of the two big guns, and that the time taken to load and get off a round is really most excellent and would be no disgrace to regulars. When it is taken into consideration that before camp began not a man had done a single drill on so large a gun, and that the work is absolutely new to them, it speaks well for the way they are putting their backs into it.

Hanot Exposition.

A telegram has been received from Hanot by M. Reau, the Acting French Consul, to the effect that the Compagnie des Messageries Maritimes have decided to place their steamer *Haiphong* on the run from Haiphong to Hongkong during the period in which the Hanot Exposition will be held. The passage rate will be \$75, return ticket, which is just half the usual fare, and there will be regular sailings. Mr. Mart's steamers will also run at reduced fares. With reference to the accommodation of visitors, the Commissioner-General writes to say that the Committee of the Exposition have taken very precaution against visitors being imposed upon in the matter of charges for board and lodging—a matter to which we referred in a previous issue. An official agency has been appointed to look after the accommodation of visitors, and the agency will guarantee reasonable prices.

A Doctor's Successful Protest.

In the Police Court at Shanghai on the 23rd inst., Thomas William Stanforth Patterson, surgeon on board the P. & O. steamer *Socotra*, was summoned for that he, on the 20th October, did refuse to obey the lawful commands of G. W. Babot, Master of the said vessel, contrary to section 225b of the Merchant Shipping Act of 1894. Mr. J. H. Teesdale, of Messrs Stokes and Platt, held a watching brief for the P. & O. Company. The evidence showed that the Captain, acting on instructions from the agent of the P. & O. Co. at Shanghai, ordered the accused to transfer to the *Bailaratz*, which the doctor refused to do. The defendant made a statement on oath. He asked, however, in the first place, if he was charged with a misdemeanour or a criminal offence. The Magistrate replied that the offence was one in respect of which defendant was liable to imprisonment without hard labour for a term not exceeding four weeks, or in the discretion of the Court to a fine not exceeding two days' pay. It was a criminal offence. The defendant then admitted that what the captain had stated was quite true, but defendant's first contention was that he had no authority to order him to leave the ship in foreign parts. It was outside his authority as laid down in Section 187 of the Merchant Shipping Act. He signed the articles after receiving a promise in London that he would not be transferred to any other ship, and the captain, in evidence, stated that he was informed by one of the clerks (Hook) in London that Dr Patterson was shipped only for the voyage. Mr. J. C. F. Douglas, the Magistrate, seemed perplexed by the situation, and asked if Mr Teesdale could give him any advice: could he say whether whatever was put in the articles, if one of the crew refused to obey it, was disobeying a lawful order? Mr Teesdale begged off an answer to the question, and the Magistrate took a day to look into the legal aspects of the case. He then delivered a long judgment, which concluded as follows:—This is a foreign-going ship, and I cannot find that the clause as to transfer is rightly inserted. I therefore cannot punish this man under the act for refusing to obey the order of the master, which was that he should leave the ship on which he was then serving and transfer to another. The summons is therefore dismissed. Dr Patterson—Am I entitled to get costs? As you are aware, it is a very serious thing to be charged with a criminal offence. His Worship said he could not allow costs.

Overdue Ship Arrives.

The overdue barque *Banffshire* has arrived safely at Manila from Newcastle, N.S.W., with 1,200 tons of coal. She experienced bad weather nearly all through. Captain Evanson, the master, died at sea. Premium at the rate of seven guineas had been paid on her insurance.

The Regatta.

A joint meeting of the Committees of the Victoria Recreation Club and the Hongkong Boat Club was held last night to consider the advisability of holding a Regatta. The Hon. F. H. May, C.M.G., Colonial Secretary, who is Chairman of both Clubs, presided. It was agreed that a Regatta should be held on the 10th and 11th December next, under the joint auspices of the two Clubs, and a working Committee was appointed to draw up a programme and arrange details. The Chairman intimated his intention of giving a Challenge Cup for competition by Rowing Clubs, and received the thanks of the meeting, as the race is likely to create considerable interest at forthcoming regattas. The only three races decided upon by the joint committees at yesterday's meeting were—Race for Mr May's Challenge Cup (conditions to be published later), Ladies' Prize and International. Mr Basil Taylor, Assistant Harbour Master, was appointed Chairman of the working committee. It may be said that the prospects for the Regatta are very promising, and it is hoped the old glories of this annual event will be revived.

BABY'S COUGH MUST NEVER LINGER.

NOTHING is more distressing than to see a helpless little infant suffering with a cough, and to be fearful of using a remedy which may contain some harmful ingredient. The makers of Chamberlain's Cough Remedy positively guarantee that this preparation does not contain opium in any form, or any other harmful substance. Mothers may confidently give this remedy to their little ones. It gives prompt relief and is perfectly safe. It always cures and cures quickly. For sale by All Dealers; WATKINS Ltd., General Agents.

BIRTHS.

On the 20th October, at 'Taikoo,' Hankow, the wife of G. T. FIDKINS, of a Son.

At No. 33, Nanking Road, Shanghai, on the 23rd October, the wife of R. J. WIRTH, I.M. Customs service, of a Son.

MARRIAGE.

On 10th September, at St. John's Church, West Bournemouth, by the vicar, the Rev. C. Stewart Miller, Captain HERBERT GUSSEY SARGAUNT, Royal Garrison Artillery, second son of Colonel T. A. SARGAUNT, late Royal Engineers, of Westridge, Aspley Guise, Beds, to Nora MILLICENT, youngest daughter of Robert Dunman, Esq., of Singapore.

DEATHS.

At Chouping, Shantung, on the 22nd October, the Rev. F. J. SHIRWAY, English Baptist Mission, of typhoid fever.

At Lessionmouth, Scotland, on 21st September, after a long and painful illness, GEORGE SUTHERLAND, late of Selangor.

The publication of this issue commenced at 5.45 p.m.

The China Mail.

HONGKONG, TUESDAY, OCTOBER 28, 1902.

The Special Telegram sent to us to-day by our Shanghai Correspondent reveals the fact that the diversity of opinion aroused by the publication of the new commercial treaty between Great Britain and China has in no way abated. It is not encouraging to the advocates of the Mackay Treaty to find that the mercantile community of Shanghai is equally divided on the subject. Shanghai is more directly affected by the new treaty than Hongkong, the views of the leading commercial men of Shanghai have been consulted more by the negotiators of the treaty, and it was at Shanghai that the protracted negotiations were carried on between Sir James Mackay and the Chinese Commissioners, and it is to Shanghai that the commercial communities of Hongkong and the Treaty Ports turn for light and guidance in their attitude towards the treaty. The light and guidance from the northern port have been variable, and longer acquaintance with the treaty does not dispel the doubt and disappointment that prevails in the foreign camp. The supporters of the Mackay Treaty have displayed an arrogance towards its critics that has not tended to the calm consideration of an important international agreement; and it is one of their jobs that members of the China Association who, for years, have clamoured for the abolition of *likin* are now playing an inconsistent part by daring to criticise a treaty whose principal object is to abolish this obnoxious tax upon and hindrance to trade. As a matter of fact, there is no inconsistency. The critics of the treaty are just as anxious as its advocates that *likin* should be abolished; but they doubt the efficacy of the new treaty because, in their opinion, it does not hold out the prospect of efficient guarantees for its fulfilment while laying, voluntarily, an additional and immediate burden upon the foreign import trade. In a recent article in the *Morning Post*, Mr. A. R. Colquhoun, who is well acquainted with China and Chinese affairs and yet sufficiently detached from the everyday life of a Treaty Port, to take an impartial view, wrote as follows about the new treaty:—'Even if it were possible to ignore these two very serious barriers in the way of the successful operation of the treaty—the opposition of a large section of Chinese and of certain European Powers—have we any guarantee that the Imperial Government is really in earnest in the engagements into which it enters? I have said already that only pressing financial necessity drove them to subscribe to the treaty, and that in their case it may well be said, "My poverty and not my will consents." It is to be feared, then, that even if the treaty, as Sir James Mackay assures us, "abolished the word *likin* from the Chinese vocabulary" it would not abolish the practice. Desirable as the abolition of *likin*, in the spirit as well as the letter, undoubtedly is, it is more than doubtful if it can be accomplished at the present stage of Chinese affairs in the drastic fashion implied by this treaty. If the Chinese Government really desired to remodel the Empire, if it had the power to enforce its will, and if it were not hampered by foreign complications, we might regard the treaty with unqualified approval, because we might then enforce it; but as it is there is too much reason to fear that, aiming too high, it will share the fate of many other commercial treaties with China, if, indeed, it ever becomes an accomplished fact. In conclusion, it may be asked why, instead of composing a new and complicated treaty, we should not devote our energies to

securing the execution of those we already possess, which would give us all the advantages that we really need.' Mr Colquhoun, in these sentences, takes the view of a very large section of the foreign community in China, and so far as we can judge the minority is just as important in real knowledge of the past and present state of foreign relations with China and quite as competent to forecast the future as the supporters of the Mackay Treaty, who seem to arrogate to themselves the ability of taking the only wise and statesmanlike course in this momentous crisis. Had China given any evidence of a desire to reform there would have been less reason to doubt her good faith; had there been, for instance, an attempt to reform the Central Government (so-called) at Peking, to place the status of salaried officials upon a sounder basis, fewer criticisms would have been levelled at the new treaty. On the attitude of the officials towards the proposal to abolish *likin* the whole success of the treaty depends; and it is significant that such an out-and-out supporter of the treaty as Mr J. O. P. Bland should consider it necessary to suggest an amendment of the resolution adopted at yesterday's meeting of the Shanghai Branch of the China Association. The Committees of the Hongkong Branch of the Association and of the Hongkong General Chamber of Commerce have not seen their way to give a pronouncement for or against the treaty, possibly because there is a division of opinion upon its utility. Hongkong's leaders of commercial opinion have been content to look on at the contest in Shanghai, anxious for improvement in the conditions of trade with China but unable to determine whether the treaty will benefit them or the reverse and too diffident to suggest a change in its terms. It is generally agreed that the crux of the question lies in the willingness of the Chinese honestly to fulfil the conditions of the treaty. While we are unable to forecast this eventuality, we can refer to past experience of foreign intercourse with China, and history reveals a long list of broken pledges and the frequent disregard of the existing treaty. Is it strange, therefore, that a large minority refuses to be satisfied with the stipulations of the new treaty when it sees no outward sign of reform in one of the parties to the treaty?

Stolen Clothes.

At the Magistracy, to-day, Mr Wolff sentenced a coolie to two months' imprisonment for stealing fifteen pieces of clothing, value \$100.

Cargo Boat Sunk.

A cargo-boat was run into and sunk off Shaikwan by an outgoing steamer (name unknown) on Saturday night. A pilot boat picked up the crew, with the exception of one man, who is believed to have been drowned.

Overdue Ship Arrives.

The overdue barque *Banffshire* has arrived safely at Manila from Newcastle, N.S.W., with 1,200 tons of coal. She experienced bad weather nearly all through. Captain Evanson, the master, died at sea. Premium at the rate of seven guineas had been paid on her insurance.

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KING EDWARD VII

The King of Liqueur Whiskies. Simply perfection, \$20.00 per Dozen.

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MEMOS. FOR TO-MORROW.

Auction.

2.30 p.m.—Auction of Household Furniture, at the Residence of Mr. Thos. H. Reid, No. 3, Knutsford Terrace, Kowloon.

Meeting.

5 p.m.—Meeting of St. George's Hall in the City Hall.

General Memoranda.

THURSDAY, October 30:—Goods per *Manila* undelivered after this date subject to rent.

FRIDAY, October 31:—2.20 p.m.—Auction of Ethen Mark Lodge. Goods per *Kawagata Maru* not cleared on this date subject to rent. Goods per *Musaka* not cleared at 4 p.m. on this date subject to rent.

SATURDAY, November 1:—2.20 p.m.—Auction of Valuable Household Furniture, &c., at Mr Geo. P. Lamont's Sales Rooms. 9 p.m.—Meeting of Zetland Lodge.

WEDNESDAY, November 5:—Noon.—Auction of Two Steam-Launch *Evening Star* and *Rising Star*, at the 'Star' Ferry Company's Wharf, Hongkong.

THURSDAY, November 11:—Noon.—Extraordinary Meeting of Shareholders of 'The Pungion Mining Co., Ltd.' at the Company's Office.

THURSDAY, November 13:—8 p.m.—A. D. C. Performance at the City Hall.



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SCOTCH WHISKY.

WATSON'S

Celebrated



BLEND

VERY OLD LIQUEUR

Scotch Whisky.

A blend of the finest WHISKIES distilled in SCOTLAND of great age very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$15.00.

The following are also recommended, and are unsurpassed in quality:—

A.—THORNE'S BLEND \$10.50.

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age 10.80.

C.—ABERLOUR-GLENLIVET 12.00.

D.—H.K.D. BLEND of the Finest Old Malt SCOTCH WHISKIES 14.40.

A. S. WATSON & Co., Limited,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: 'ACHEE', HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

ACHEE & CO

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17a Queen's Road.

Furniture Dealers.

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,

LIMITED

28 & 34, Queen's Road.

ON SHOW

TO-DAY,

NEW

DRESS

GOODS,

SILKS, SATINS, MUS-
LINS, CHIFFONS,
PIECE NETS.

WHITE TRIMMED
FELT HATS, NEW
STRAW, RAIN COATS,
COATS, CAPES, FURS,
WINTER UNDERCLOTH-
ING, Etc., Etc.

IMPORTANT

NOTICE.

Orders for St. Andrew's Ball, now being booked, and to avoid disappointment ladies are requested to place them as early as possible.

Workrooms Enlarged
Staff Increased.

A RUMOUR!

Impending Departure of British Warships.

Just as we go to press, the rumour reaches us from what appears to be a reliable source that orders have been received here by the British Naval authorities for the immediate despatch of several large warships to Shanghai. We have made enquiries at several likely places, but have been unable in the short time available to receive official or semi-official confirmation of the rumour.

SUPREME COURT.

IN CRIMINAL SESSIONS.
(Before His Honour Mr. Meigh Goodman, K.C., Chief Justice, and a Special Jury.)
Tuesday, Oct. 28, 1902.

A CONTRACTOR'S TRIAL.

The hearing was continued of the case in which Cheung Hong stands charged with the manslaughter of Wong Fuk on July 29, through the collapse of a house in First Street, where the accused was engaged as a contractor in the erection of property. The case is being tried with the following special jury: Messrs. E. Osborne, Richard Martin, E. W. Mitchell, H. W. Robertson, G. H. McDermott, E. A. Hewitt, and J. H. Lewis.

P. T. Crisp, Inspector of Buildings, was the first witness. He told the court that on the 17th June he received a call from Mr. Tooker to go down to Canton Street and see if the new houses had been built. He went down and found that they were not, and that was all. He had no more to say. The next witness was Mr. Tooker, who said that he had been engaged as a contractor in the erection of property in First Street, where the accused was engaged as a contractor in the erection of property. He said that he had been engaged as a contractor in the erection of property in First Street, where the accused was engaged as a contractor in the erection of property.

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Witness—It is a good day's work. Mr. Sharp—Oh, a full day, possibly, but not excessive.

The Attorney-General—But you have your office work to do first?—Yes. His Lordship—How long would that take you?—From one to two hours.

The Attorney-General—You do your indoor work first and then if you have time you go on inspection?—Yes. If I have time I inspect now buildings; if not, I let them alone.

Mr. Osborne—I would like to ask if he reported to his superior officers that he has more work than he can perform?—I have, on several occasions.

The Attorney-General—As I understand it, you have not in your own hands the direction of your work. I believe it is mapped out for you?—When I have answered those chits my work is done for the day.

His Lordship—Could you give me an idea of the number of works, demolitions and now, you did last year? The Attorney-General—There were 2860 houses last year.

Witness—I destroy 3,000 houses—being altered.

F. H. Hewitt, R.E., who made an examination of the collapsed wall in September, said in his opinion the wall fell out and the floor then fell in.

By Mr. Sharp—That was a month after the fatality?—Yes.

And at least one typhoon had taken place in the intervening time?—Yes.

Mr. Tooker, recalled, said that needles were used in the shoring employed on the roof of the house, but not for Government work.

The Attorney-General said that closed the case for the Crown.

Mr. Sharp said he would defer the arguments which he would have by before the jury until the first witness for the defence had been examined.

He proposed in his opening statement merely to tell the Court what was their physical explanation of the way in which the collapse occurred. At the outset, he asked them to carefully distinguish between this case and the long series of collapses of buildings which had unfortunately marked the last season. This case had been spoken of and referred to as one of that number, and unusual attention had therefore been drawn to it. He submitted to them that it was quite different.

The others were nearly all cases of the collapse of new buildings, either just completed or, at most, of some years' standing. This case, on the other hand, was a case of a building which had been standing for some time, and which had been used for some time.

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THE PORTUGUESE MINISTER.

Arrival in Hongkong To-day.

His Excellency Senhor Jose d'Assavedo Castelo Branco, Portuguese Minister to China, arrived in Hongkong to-day on the s.s. *Hamburg*. He will be entertained this evening at the Club Lusitano, where a reception will be held. Before leaving Shanghai he was feted by the elite of the Portuguese Colony there and in reply to an address let his audience into the minor secrets of his negotiations at Peking.

He mentioned that the treaty which he had arranged would lead to marked progress in Macao, which would largely profit by the railway to be built by Portugal from Macao to Canton, the removal of the Customs blockade, and changes in the navigation of the West River. The interest of Portugal in the Far East would be vindicated, and her trade receive a great stimulus. There were loud cheers at the conclusion of his speech, after which an adjournment was made to the billiard room, where the Minister's health was drunk with enthusiasm, and justice was done to the refreshments liberally provided.

A NEW AUSTRALIAN LINER.
Description of the 'Empire.'

The following description of the R. and A. S. S. Co.'s new Australian liner is taken from *Empire* of the 25th September:—

On Tuesday last week, the new s.s. *Empire*, built by William Beardmore & Co., Limited, Govan, Glasgow, for the Eastern and Australian Steamship Company, London, completed her trials on the Firth of Clyde, and fully implemented the conditions of the contract. This handsome vessel has been specially designed to suit the requirements of the Company's important mail and passenger service between Australia, China and Japan, and, although constructed to carry a large cargo, is also intended to maintain a good speed at sea, with very superior accommodation for first and second class passengers. The general dimensions are:—Length, 400 ft.; breadth, 46 ft. 6 in.; depth, 30 ft. 2 in. and 4500 gross tonnage, with top-gallant funnels, two masts, long bridge, full poop, and a shade-deck amidships. The hull is built of steel to Lloyd's highest class under special survey, and completed in accordance with the Board of Trade regulations for passenger steamers. The upper decks and fittings are of oak, and the most modern appliances have been supplied for the efficient working of the ship and the rapid handling of cargo, including a very complete installation of electric lighting, with double dynamos, and a large refrigerating plant, with insulated chambers for the carriage of meat, &c., to suit the Eastern trade. Luxurious accommodation has been provided before the machinery for the first-class passengers, and the staterooms are intended to trade in tropical climates, the exceptionally large staterooms have been placed on the upper deck, which admits of perfect ventilation, and they are furnished with the most complete improvements for the comfort of the passengers.

Above, on the bridge deck, are a spacious dining saloon and music room, a comfortable smoking room, all with large windows, and a large veranda which, with the boats (are stowed) forms an admirable shelter from sun and rain to the splendid promenade on the bridge deck reserved for the first-class passengers. Very superior accommodation has been supplied on the poop for second-class passengers (which is superior to that for the first), and includes a commodious dining room, capital smoking room, large staterooms, bath room, &c., and the two lower decks are fitted for European and Chinese emigrants. The machinery consists of a set of triple-expansion engines, having cylinders 28 in., 47 in. and 78 in. diameter, by 51 in. stroke, with two double-ended boilers for a working pressure of 200 lb., and fitted with the most recent improvements for efficiency and economy, including Howden's forced draught, bronze propeller blades, &c. Having been designed with a cut-water low and light draught, the *Empire* has a very symmetrical appearance, and is altogether a splendid specimen of a first-class merchant steamship. She has been constructed under the supervision of Captain S. G. Green, the Company's Marine Superintendent at Sydney, and Mr. E. Niven, their Commander Engineer, and the vessel is commanded by Captain W. G. Macarthur. The results of the trials were most satisfactory, a speed in excess of the contract having been easily maintained, the Company's representatives expressing themselves highly pleased with the ship and her performance.

Terrible Accident at Cavite.
The Manila *Cubensis* of the 25th inst. reports:—William G. Winkelhagen, the man who was so seriously injured by the explosion of a steam evaporator on board the supply ship *Irish* on Thursday morning, died at the naval hospital in the navy yard at 9.30 last night. His skin was scalded off his body from his chin to his toes. He retained full consciousness all the time, and in answer to queries as to how he felt, said that he experienced no pain. The doctors explained this by the fact that he was turned so badly that all of his nerves were temporarily paralyzed. Winkelhagen, who was a landsman, was engaged in washing paint-work in and about the evaporator room, where there are twelve immense generators, which supply the fleet with drinking water. Suddenly the main feeder of one of these blow out, and Winkelhagen, who was standing near, received the contents all over his body. Strange to say, not a drop touched his face. He was a young man, just twenty-one years of age. He enlisted at Cavite, his home, about two years ago, and came to the Philippines on the *Buffalo* in March, 1901.

It is a thankless world. A man gets no credit when he pays cash.

'I do not like big women,' said the headless gentleman sitting next to an unusually tall lady at dinner; and then, seeing his blunder, he added, 'At least when they are young.'

LONDON LETTER.

(From Our Own Correspondent.)

LONDON, September 26.

Nothing could be more characteristic than the sublime impudence of the appeal of the Boer Generals to the civilised world. Truly, in matters of bargain the fault of the Boer lies in getting too much and then asking for more. One sentence in it is too precious to pass over in silence. For instance, 'During the critical days which we have passed through, it was sweet for us and ours to receive constant marks of sympathy from all countries.' We remember those marks of sympathy. They consisted in cartoons, paragraphs and anecdotes of the foulest lies and libels against the Boers. Scurrilous and loathsome attacks on every Briton, from her late Majesty to the 'Tomnies' in the field were rife, and were 'sweet to us and ours.' Now the Generals state that having not succeeded up to the present in inducing the British Government to grant further assistance, they turn to the Gentiles, and hope that, doubtless, every one who has had his franc's worth of cursing and reviling the King, to whom they have now sworn allegiance, will send along the franc. They add that the small amount which Britain will give would be utterly insufficient even if it were multiplied tenfold. It is only a bagatelle of £3,000,000, and the heroes whose fine patriotism led them to leave wives and children to starve or be fed by the enemy, now send round the hat with a whining appeal for money to re-establish the homes, so that the only ones to be ruined by the war may be the unfortunate loyalists in the neighbouring colonies, and those of their own who surrendered earlier. I am glad they have made this appeal, and we shall all look with some amusement to see what figure is made by Continental Anglophobism when translated into pounds, shillings and pence.

Last Saturday night, the ghost failed to walk at the Adelphi, and the Archbishop of Canterbury, the Earl of Essex and sixteen beef-eaters, with a whole army of twenty-eight guards, maintained for their pay. Elizabeth, Queen of England, failed to put in an appearance on Monday, and the theatre is still closed. We know it was one of good Queen Bess's little tricks to let the pay of her soldiers and sailors fall abnormally into arrears, but it was too acute a touch of realism for Miss Nance O'Neill to be compelled to do the same thing. Curiously, the *Standard*, on Tuesday morning, after the theatre had been closed, 'sleepily remarked that Elizabeth was going strong, and would be followed by *Ingomar*. *Ingomar*, indeed! It was a great deal more like *Oat Goes Pa*, for the manager was inaccessible and a stage army was besieging the theatre for its money, till, acceding by gracious permission to hope for it to-morrow afternoon, when remittances are to arrive from America.

The vacation has been a stormy time for the Education Bill, and if noise is force (which it frequently is), the Bill is doomed. It has been so mangled by compromise (the gentle art of displeasing everybody) that all its supporters are become lukewarm and all its foes frantic. The abolition of the catechism in Training Colleges roused the wrath of the 'Hughligans' or High Church party, while Clause VIII., which embodies the element of popular control by a minority of two to four, has enraged the disinterested 'democrats,' who wish to seize the entire government of schools which neither they nor the ratepayers built. It will be a nasty knock for the government if this measure follows its two predecessors in the same line into an untimely grave, but Joseph, at all events, will bear the bereavement with fortitude.

The feat of Mr. Stanley Spencer last Friday proved two things: that Mr. Santos Dumont is a bad second in the race for a controllable aeroplane, and that even a gasbag can be manipulated in a light breeze. The courageous aeronaut himself freely admits that he would not like to take the thing out in anything like a wind, and as he did not previously announce his projected voyage or its objective, we do not know yet whether he could guide the airship from point to point along a thirty-mile course laid out for it. The machine is a graceful cigar-shaped balloon, blunt in front and pointed behind, with the propeller in front, and the words 'M. H. L. F. F. O. O. N.' conspicuous on each side. Probably the proprietors consider this last characteristic quite as im-

portant as the dainty bamboo framework and the silken rudder. Let these affairs become popular and familiar, and we shall not have to wait long for the inventor who will displace the balloon part of it by some arrangement of planes like a jointed box kite so that it may tack. The enemy of every flying machine is the wind, and we shall surely meet, in time, some ingenious device to make it as much a servant, valuable though occasionally rebellious, as it is to ships at sea.

The mention of a balloon naturally suggests the diplomatic relations between France and Spain, carried on mainly by *ballons d'essai*. France wishes to make the hither half of the Mediterranean into a private lake of her own. The borders of this lake are the Latin countries of Spain, France, and Italy, with the African regions of Morocco, Algeria and Tunis. The scheme was being warily manoeuvred for a *reproachment* (French words are so polite! It would be vulgar to say a deal), when the effervescent Pelletan started to crow. The President had suppressed a Spanish republican paper published in Paris, had called on the Spanish Queen Dowager, had sent a couple of cruisers to do the civil to young Alfonso, and was just ready to discover an alarming state of anarchy in Morocco, when peppery Pelletan preached patriotic preparation a little too previously. Now for a while there will be a necessarily large exchange of international soft soap among Paris, Rome and Madrid. But the mistake of it all is that they are reckoning without the Rock of Gibraltar.

I am pleased to note that according to a sporting paper, the consignment of live Scotch grouse sent a year ago to the royal shootings at Kensington are doing well. Never mind the grammar—which may have been made in Germany—but it is not perilously near *two-majest*, *Majestabedeiligung*, and all the rest of it, to suggest that the Kaiser can occasionally miss a Scots grouse?

SORE AND SWOLLEN JOINTS, SHARP shooting pains, torturing muscles, no rest, no sleep—these mean rheumatism. It is a stubborn disease to fight, but Chamberlain's Pain Balm has conquered it thousands of times. One application gives relief. Try it. For sale by all Dealers; WATERMAN Ltd., General Agents.

'Will Jones doesn't seem to have much value in the management of his house.' 'No; but as he supports his wife and has no other and two sisters he constitutes a good working minority.'

THE attention of the readers of this paper who are in want of a Typewriting Machine, is drawn to the SMITH PREMIER TYPEWRITER, one of the best if not the very best machine in existence.

It is especially built, so that it will stand hard usage in this trying climate, and with a little attention will not rust nor deteriorate. It does excellent work, especially manifesting, and is always ready for use.

The SMITH PREMIER has an automatic type-cleaning device, whereby all the type is easily cleaned in one minute's time. No other machine has this equipment. It also possesses all the latest improvements that all other writing machines have, besides many others, which will be explained at the agent's office.

The SMITH PREMIER is used by all the Government Officials and Consulates throughout the world, also by most of the leading business houses, one working in the office of this paper. The users will no doubt testify to its excellence.

The Sole Agents for Southern China are Messrs. W. M. MEYERINK & CO., of Hongkong.

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

Reprinted from the 'CHINA MAIL.'

Price Fifty Cents.

To be had at the 'China Mail Office, 5 Wyndham Street.

Opium Quotations.

HONGKONG, October 28, 1902.

Now Patna, cash, 445/850

Old Patna, cash, 965

New Benares, cash, 940/945

Old Benares, cash, 970/980

New Malwa, credit, 916

Allowance, Tads, 1020/1040

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Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, London, LIVERPOOL, GLASGOW, TRIESTE, GENOA, Ports in the LEVANT, BLACK SEA and BALTIC PORTS; (Northland South American Ports).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

S.S. Saxonia, Capt. JAZZOW, 6th November, 1902. Freight.

FOR HAVRE AND HAMBURG.

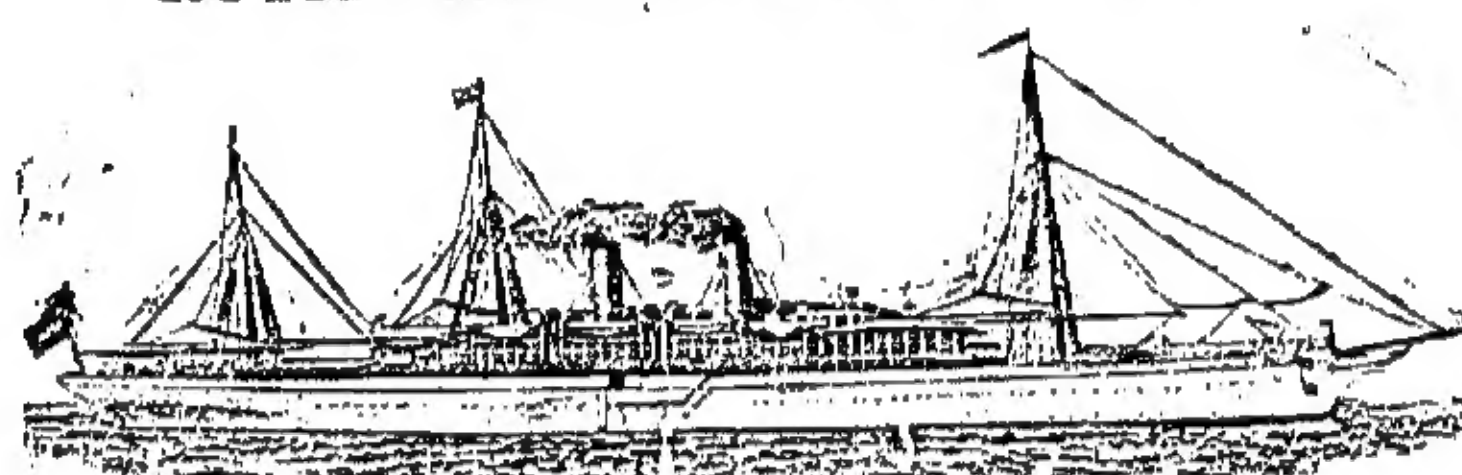
S.S. Serbia, Capt. BIRCHNER, 19th November, 1902. Freight.

FOR HAVRE AND HAMBURG.

S.S. Marburg, Capt. NIEDERMEYER, 3rd December, 1902. Freight.

FOR HAVRE AND HAMBURG.

S.S. Suerst, Capt. BOHCK, 17th December, 1902. Freight.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
Queen's Buildings, No. 1.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.Twin Screw steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 Days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

R.M.S. EMPRESS OF INDIA, Comdr. O. P. MATHIAS, R.N.R., WEDNESDAY, Nov. 19.
R.M.S. TARTAR, Comdr. E. BETHAM, R.N.R., WEDNESDAY, Dec. 3.
R.M.S. EMPRESS OF JAPAN, Comdr. H. PYLES, R.N.R., WEDNESDAY, Dec. 17.
R.M.S. ATHENIAN, Comdr. H. MOWAT, WEDNESDAY, Dec. 31.
R.M.S. EMPRESS OF CHINA, Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, Jan. 14.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Ministers, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

Special Extra Service.

The Company's Extra Steamships "ATHENIAN" and "TARTAR" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, and also Stowage. The "TARTAR" takes First Class and Stowage Passengers only. The run is usually made between YOKOHAMA AND VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,
Pender Street, 1112
Hongkong, October 23, 1902.PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOBI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.STEAMSHIP. TONS. CAPTAIN. HONGKONG.
ENDRAPURA, 4899 A. E. Hollingsworth, November 14, 1902
INDRASAMHA, 5197 R. P. Craven, December 14, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, 27th October, 1902.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.	Destinations.	Sailing Dates.
YAMATO MARU, W. BAINBRIDGE,	MARSEILLES, LONDON and ANTWERP, Via SINGAPORE, PENANG, Colombo & Port Said.	SATURDAY, 1st Nov., Daylight.
YAWATA MARU, A. E. MOSES,	SYDNEY and MELBOURNE, Via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SATURDAY, 1st Nov., at Noon.
KAGA MARU, J. W. FREESTAND,	VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOBI, KOBE and YOKOHAMA.	TUESDAY, 4th Nov., at 4 p.m.
KAGOSHIMA MARU, K. KORI,	KOBE and YOKOHAMA.	TUESDAY, 4th Nov., at noon.
SADO MARU, W. THOMPSON,	NAGASAKI and KOBE.	MONDAY, 3rd Nov., at 4 p.m.
JIJUMI MARU, C. H. BUTLER,	SINGAPORE, COLOMBO and BOMBAY.	FRIDAY, 7th Nov., at Noon.
HITACHI MARU, J. CAMPBELL,	MARSEILLES, LONDON, and ANTWERP, Via SINGAPORE, PENANG, Colombo and Port Said.	SATURDAY, 15th Nov., at Daylight.

For further information as to Freight, Passage, Sailings, Etc., apply at this Company's local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. Mihara, Manager.

Hongkong, October 27, 1902.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	TANTALUS	8th November.
GLASGOW AND LIVERPOOL	ALCINOUS	13th November.
GLASGOW AND LIVERPOOL	PELUS	3rd December.

FOR	STEAMERS	TO SAIL
LONDON	MENELAUS	11th November.
LIVERPOOL DIRECT	DEGALION	20th November.
LONDON	TENKAI	25th November.
LONDON	TANTALUS	3rd December.
LIVERPOOL DIRECT	ALCINOUS	20th December.

Hongkong, October 28, 1902.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

24-2

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	YANGTSE	30th October.
GLASGOW AND LIVERPOOL	YANGTSE	19th November.
GLASGOW AND LIVERPOOL	YANGTSE	27th November.
GLASGOW AND LIVERPOOL	YANGTSE	19th December.

The S. S. YANGTSE left SINGAPORE on the 24th instant, and is expected here on 30th inst.

FOR LIVERPOOL DIRECT, (Taking Cargo at London Rates), PINOUEY, 8th November.

FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via YANPSE, 1st November.

NAGASAKI, KOBE & YOKOHAMA, via TENKAI, 27th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 25, 1902.

1831

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WONGKONG	29th October.

PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

* Taking Cargo on this bill of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

* See Special Advertisement.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, October 28, 1902.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Steamers.

Sailing Dates.

HAMBURG, 29th October.

SACHSEN, 12th November.

GERA, 26th November.

KIAUCHOU, 10th December.

BAYERN, 24th December.

KONIG ALBERT, 7th Jan., 1903.

PRINZESS IRENE, 21st Jan., 1903.

DARMSTADT, 4th Feb., 1903.

PREUSSEN, 18th Feb., 1903.

* Steamers of the Hamburg-Amerika Linie.

On WEDNESDAY the 26th day of October, 1902, at Noon, the Steamship HAMBURG, of the Hamburg-Amerika Linie, Captain E. BENJAMIN, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 27th October, Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 28th Oct., and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 28th Oct.

* Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardsesses. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to Melchers & Co., Agents.

1947

NORTHERN PACIFIC S.S. CO.

BOSTON STEAMSHIP CO.

BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers.

Tons.

Captains.

1902.

OLYMPIA, 2637, J. Truebridge, Oct. 29.

DUKE OF FIFE, 3321, J. S. Cox, Nov. 4.

SHAWMUT, 3006, W. M. Smith, Nov. 7.

TACOMA, 2811, A. Dixon, Nov. 15.

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR AND EASTERN CITIES OF THE UNITED STATES AND TO EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Dodwell & Co., Limited, General Agents.

Hongkong, October 24, 1902.

1774

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named—

FOR STEAMSHIP CAPTAIN DATE.

Y.M.A. Via SHAI, MOJI AND KOBE, Shanghai, E. SPICER, R.N.R., About 3rd Nov.

LONDON, &c., Chusan, C. L. DANIEL, Noon, 8th Nov.

SHANGHAI, Parramatta, F. J. Cox, About 8th Nov.

MARSEILLES AND LONDON, Java, G. W. GORDON, R.N.R., Noon, 14th Nov.

* See Special Advertisement.

For Freight or passage, and further Particulars, apply to E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, October 27, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For STEAMER LEAVING

ANPING, Via SWATOW AND AMOY, MAIDZURU MARU, T. SAITO, WEDNESDAY, 29th October.

TAMU, Via SWATOW AND AMOY, DAIGI MARU, T. W. GARDNER, SUNDAY, 2nd November.

TAMU, Via SWATOW AND AMOY, DALIN MARU, T. OGATA, SUNDAY, 9th November.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered at the highest class at Lloyd's.

Steamers will go alongside the Co.'s Piers at the Customs water-front premises at Tsimshui to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, MANAGER.

Hongkong, October 27, 1902.

CHINA NAVIGATION CO., LIMITED.

Hongkong to SYDNEY and MELBOURNE via usual Australian Ports of Call.

Average length of voyage to Sydney 20 DAYS.

Saloon passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersecretary.

NEXT SAILINGS.

"TEINAN" leaves on 15th Nov.

"CHANGSHA" " " 8th Dec.

"CHINGTU" " " 29th Dec.

"TAIYUAN" " " 20th Jan.

Superior accommodation amidships—Electric Light throughout—Fitted with Refrigerators which ensure a fresh supply of ice and produce during the entire voyage—Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

Hongkong, October 25, 1902.

1680

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's Well-known Steamship ROSSETTA MARU, 377 Tons, Captain TATE, will be despatched hence for MANILA, on THURSDAY, the 30th Inst., at 4 p.m.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Universal Electric Light. Doctor and Stewardsesses Carried.

For Freight or Passage, apply to MITSU BUSSAN KAISHA, Agents, Prince's Building, 1st Floor.

Hongkong, October 25, 1902.

284

NOTICE.

MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEE, AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

Also

PORTS OF BRAZIL & RIVER PLATE.

ON MONDAY, the 3rd Nov., at 1 p.m., the Co.'s Steamship ERVASY, SAIGON, Captain PERRY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, Via BOMBAY.

This Steamer connects at Colombo with the S. S. Australia, which vessel takes on her Passengers and Mails, leaving that port on the 15th November direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal Places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 2nd Nov., 1902. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, October 21, 1902.

2154

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TROBR, PORT DARWIN, COCOS ISLAND, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

Captain E. T. BROWN, will be despatched as above on THURSDAY, the 30th November, at 4 p.m.

This well-known Steamer is specially fitted for passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

A Stewardsess and a duly-qualified Surgeon are carried.

To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight and Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, October 24, 1902.

2178

Shipping.

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship GERA.

of the Norddeutscher Lloyd, Captain C. DREWES, due from the outward German Mail about THURSDAY, the 30th Oct., p.m., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, October 27, 1902.

2101

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

SUIRY, Captain NUNO, will be despatched for the above Ports on or about SUNDAY, the 2nd November.

G. DE CHAMPEAUX, Agent.

Hongkong, October 27, 1902.

2192

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

SUIRY, Captain R. W. ALMOND, will be despatched for the above Port on TUESDAY, the 4th November, at 4 p.m.

Highest class Passenger Steamers. High powered, newest and most up-to-date on the run. All Accommodation amidships. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, October 27, 1902.

2190

STEAM FOR BALTIMORE AND NEW YORK.

THE French Steamer, CHARLES TIBERGHEN, will be despatched for the above ports on or about 5th November.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, October 14, 1902.

2109

S. S. J. FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship CHUSAN, Captain C.

Vessels Advertised as Loading.

Merchant Vessels in Hongkong Harbour.

ion	Vessels	Agents	Date of Leaving
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Merchant Vessels in Hongkong Harbour.

ion	Vessels	Agents	Date of Leaving
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University of London

Destination	Vessels	Agents	Date of Leaving
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E. Rodseth	Norw. str.	860	Oct. 21	E. A. Trading Co.
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Australian Ports.	Tinnau (s)	Butterfield & Swire	November 15.
Australian Ports	Changsha (s)	Butterfield & Swire.	December 8.
Australian Ports	Yawata Maru (s)	Nippon Yusen Kaisha.	Nov. 1, at noon.
Australian Ports	Austral (s)	Sibb, Livingston & Co.	Nov. 4, at 4 p.m.
Batavia and New York.	Changsha Tientsin (s)	Butterfield & Swire.	About November.
Bremen, &c.	Hamburg (s)	Mulchers and Co.	October 20, at noon.
Bremen, &c.	Sachsen (s)	Melchers & Co.	Nov. 12, at noon.
Havre and Hamburg.	Saxonia (s)	Hamburg-Am'ka Linie	November 6.
Havre and Hamburg.	Serbia (s)	Hamburg-Am'ka Linie	November 19
Havre and Hamburg.	Switzerland (s)	Butterfield & Swire	Nov. 12, at noon.
Kobe and Yokohama.	Yagashiro Maru (s)	Nippon Yusen Kaisha.	Nov. 4, at noon.
Liverpool	Pingsuy (s)	Butterfield & Swire.	Nov. 8.
Liverpool	Deucalion (s)	Butterfield & Swire	November 20.
London	Menelaus (s)	Butterfield & Swire	November 11.
London	Agamemnon (s)	Butterfield & Swire.	November 25.
London, &c.	Tanaka (s)	Butterfield & Swire	Nov. 14, at noon.
London, &c.	Tusan (s)	P. & O. S. N. Co.	Nov. 8, at noon.
Manila	Lucas Canal	McGregor Bros. & Gw	October 14.
Manila	Gleanerney (s)	Mitsui Bussan Kaisha.	Nov. 20, at 3 p.m.
Manila	Rosetta Maru (s)	Shewan, Tomes & Co.	Oct. 30, at 4 p.m.
Manila	Zafiro (s)	Shewan, Tomes & Co.	Nov. 4, at 4 p.m.
Marseilles & London.	Jaco (s)	P. & O. S. N. Co.	Nov. 14, at noon.
Marseilles & Saigon.	Ernest Simons (s)	Messageries Maritimes	Nov. 3, at 1 p.m.
Marseilles, London, & Frauba Maru		Nippon Yusen Kaisha.	Nov. 1, Daylight.
Marseilles, London, & Hitachi Maru (s)		Nippon Yusen Kaisha.	Nov. 15, Daylight.
Nagasaki & Kobe.	Sado Maru (s)	Nippon Yusen Kaisha	Nov. 3, at 4 p.m.
New York, Suez Canal.	Lothian (s)	Dodwell & Co. Limited	About Oct. 29.
New York, Suez Canal.	Lothian (s)	Dodwell & Co. Limited	About Nov. 4.
New York, Suez Canal.	Lothian (s)	P. & O. S. N. Co.	About Nov. 6.
Shanghai.	Parramatta (s)	Butterfield & Swire	October 29.
Shanghai.	Woocong (s)	Nippon Yusen Kaisha.	Nov. 7, at noon.
S'pore, Col. & B'bay.	Idzumi Maru (s)	D. Sasson, Sons & Co.	Oct. 29, at 3 p.m.
S'pore, Pang, Calcutta.	Lightning (s)	Sander, Wieler & Co.	Nov. 16, at p.m.
S'pore, Pang, Col., & Marquis Bacquehem (s)		Dodwell & Co. Limited	About Nov. 11.
Shai, N'ki, H'go, Yma.	Lothian (s)	Messageries Maritimes	About Nov. 11.
Shanghai & Kobe.	Switzerland (s)	Portland & A. S. Co.	November 14.
Shanghai & Portland.	Or Indrapura (s)	Portland & A. S. Co.	December 14.
Shanghai & Portland.	Or Indrasamha (s)	Oaska Shoen Kaisha.	October 29.
Stow, Amoy & Anping.	Maidzuru Maru (s)	Oaska Shoen Kaisha.	November 2.
Stow, Amoy & Tamsui.	Daigi Maru (s)	Oaska Shoen Kaisha.	November 2.
Stow, Amoy & Tamsui.	Daigi Maru (s)	Canadian P'fic R. Co.	Nov. 19.
Yamaguchi (B.C.)	Yamaguchi (s)	Canadian P'fic R. Co.	December 3.
Vancouver (B.C.)	& Tartar (s)	Canadian P'fic R. Co.	December 17.
Vancouver (B.C.)	& Empress of Japan (s)	Canadian P'fic R. Co.	December 17.
Victoria, B.C.	Seattle Ka Maru (s)	Nippon Yusen Kaisha.	Nov. 4, at 4 p.m.
Victoria, B.C.	Tacoma Olympia (s)	Dodwell & Co. Limited	October 23.
Victoria, B.C.	Tacoma Duget (s)	Dodwell & Co. Limited	November 4.
Victoria, B.C.	Tacoma Duget (s)	Dodwell & Co. Limited	November 1.
Yokohama Japan, &c.	Yungto (s)	Butterfield & Swire.	Nov. 7.
Yma, Shai, Moji, Kobe.	Shanghai (s)	P. & O. S. N. Co.	About Nov. 3.

SUEZ CANAL. The N. Y. K. s.s. *Kagoshima Maru* left

Date	Station	Officer	Rate	Duty	Location	Name
October, and left						

SHARE LIST.—QUOTATIONS.

Manila	29.92	88	60	SE	1	8	On E
Manila	29.92	88	60	SE	1	8	On E

OCTOBER 28, 1902

re for this port on	Naba.....	30.13	—	—	E	2	—	30
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Stock	No. of	Value	Paid	Closing Quotations
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F. G. Figg, Acting Director.

Stocks.	Shares.	Par.	up.	Cash.
BANKS.				\$ 6274

Hongkong and Shanghai Bank Corp.	80,000	\$	125	all	} London, £64 827, sellers
National Bank of China, Limited ...	19,970	£	10	£ 8	

Do.	Founders' shares	550 £	1 £	1 \$10, sellers
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